

DEPARTMENT OF TRANSPORTATION

DES-OE MS #43
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April 26, 2004

04-SCI-680-0.0/16.0
04-OC7804
ACIM-680-1(061)E

Addendum No. 1

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SANTA CLARA COUNTY IN SAN JOSE AND MILPITAS, FROM ROUTE 280-680/101 SEPARATION TO ALEMADA COUNTY LINE.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on May 18, 2004.

This addendum is being issued to revise the Notice to Contractors and Special Provisions.

In the Special Provisions, Section 10-1.27, "GRIND EXISTING CONCRETE PAVEMENT", is replaced as attached.

To Proposal and Contract book holders:

Indicate receipt of this addendum by filling in the number of this addendum in the space provided on the signature page of the proposal.

Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.

Inform subcontractors and suppliers as necessary.

This office is sending this addendum by confirmed facsimile to all book holders to ensure that each receives it. A copy of this addendum and the modified wage rates are available for the contractor's use on the Internet Site:

http://www.dot.ca.gov/hq/esc/oe/weekly_ads/addendum_page.html

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

REBECCA D. HARNAGEL, Chief
Office of Plans, Specifications & Estimates
Office Engineer

Attachments

10-1.27 GRIND EXISTING CONCRETE PAVEMENT

This work shall consist of grinding existing portland cement concrete as shown on the plans, as specified in Section 42-2, "Grinding," of the Standard Specifications and these special provisions, and as directed by the Engineer.

The office of the district for which the work is situated is located at Construction Program Duty Senior, 111 Grand Avenue, Oakland, CA 94612, Fax Number: (510) 622-1805, E-mail: DUTY_SENIOR_DISTRICT04@dot.ca.gov, Tel. Number: (510) 286-5209.

Data and information available for inspection, upon written request, at the district office are as follows:

A. PCC Grinding Residual Drying Site, dated April 22, 2004

Grinding equipment for grinding concrete pavements shall use diamond blades mounted on a self-propelled machine designed for grinding and texturing concrete pavements. Grinding equipment that causes raveling, aggregate fracturing, or spalling, or that damages the transverse or longitudinal joints shall not be used.

Grinding shall be performed in the longitudinal direction of the traveled way and shall be done full lane width so that the grinding begins and ends at lines perpendicular to the pavement centerline.

Grinding concrete pavement shall result in a parallel corduroy texture consisting of grooves 2 mm to 3 mm wide with 193 grooves per meter width of grinding. Tops of ridges shall be between 1.5 mm and 2.0 mm from the bottom of the blade grooves.

The ground surface at transverse joints or cracks will be tested with a $3.6 \text{ m} \pm 0.06\text{-m}$ long straightedge laid on the pavement parallel with the centerline with its midpoint at the joint or crack. The surface shall not vary by more than 2 mm from the lower edge of the straightedge.

Cross-slope uniformity and positive drainage shall be maintained across the entire traveled way and shoulder. The cross-slope shall be uniform so that when tested with a $3.6 \text{ m} \pm 0.06\text{-m}$ long straightedge placed perpendicular to the centerline, the ground pavement surface shall not vary more than 6 mm from the lower edge of the straightedge.

After grinding has been completed, the pavement surface shall be profiled in conformance with the requirements of Section 40-1.10, "Final Finishing," of the Standard Specifications. Two profiles shall be obtained in each lane approximately one meter from the lane lines. The average profile index shall be determined by averaging the two profiles in each lane. Additional grinding shall be performed, where necessary, to bring the ground pavement surface within the Profile Index requirements specified in Section 40-1.10, "Final Finishing," of the Standard Specifications.

Full compensation for profiling the ground pavement surface with a California profilograph or equivalent and any necessary additional grinding to bring the finished surface within the specified tolerances and for furnishing final profilograms to the Engineer shall be considered as included in the contract price paid per square meter for grind existing concrete pavement and no additional compensation will be allowed therefor.